



# CITY OF LODI

## COUNCIL COMMUNICATION

AGENDA TITLE: Traffic Resolution Amendment - Sacramento Street, from Lockeford Street to Turner Road - Speed Limit Modification and "Through" Street Classification

MEETING DATE: January 15, 1992

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution amending the Traffic Resolution #87-163 to change the speed limit from 25 mph to 35 mph on Sacramento Street, from Lockeford Street to Turner Road, and designate the street as a "through" street.

BACKGROUND INFORMATION: The Public Works Department has acted on an inquiry from the Municipal Court regarding the lack of an engineering and traffic survey on Sacramento Street, from Lockeford Street to Turner Road. The Court has observed a large number of drivers violating the existing 25 mile per hour (mph) prima facie speed limit. This may indicate that this speed limit is not reasonable. Staff has also received two citizen requests for a higher speed limit on this segment.

This section of Sacramento Street is classified as a "local" street. Per Section 40802(b) of the California Vehicle Code, "local" streets do not require an engineering and traffic survey to be radar enforceable. The results of staff's study are shown on the speed zone survey and narrative attached as Exhibit A.

This segment of Sacramento Street also conforms to the City's informal guidelines for consideration as a "through" street. Criteria for a "through" street are traffic volumes of approximately 2,000 vehicles per day and use as a minor collector. Minor cross streets intersecting "through" streets are generally controlled by stop signs. The traffic volume north of Lockeford Street is approximately 3,950 vehicles per day and the segment is being used as a minor collector.

### RECOMMENDATION

Based on the results of the study performed on Sacramento Street from Lockeford Street to Turner Road, staff recommends that Council approve the speed limit modification from 25 mph to 35 mph. Staff also recommends that Council establish this segment of Sacramento Street as a "through" street. Stop signs will be installed on minor streets intersecting Sacramento Street as shown on Exhibit B.

APPROVED

THOMAS A. PETERSON  
City Manager

not a final paper

CC-1

Traffic Resolution Amendment - Sacramento Street, from Lockeford Street to Turner  
Road - Speed Limit Modification and "Through" Street Classification  
January 15, 1992  
Page 2

This recommendation has been reviewed by the Police Department and the Court. The Police were concerned about the amount of loading that takes place on the street. Since this condition is readily apparent to the driver and double parking is prohibited by Vehicle Code Section 22500(h), staff and the Court feel the recommended speed limit is reasonable.

FUNDING: Funding to be provided by the Street Maintenance Account.



Jack L. Ronsko  
Public Works Director

Prepared by Rick Kiriou, Senior Engineering Technician

JLR/RSK/lw

Attachment

cc: City Attorney  
Police Chief  
Street Superintendent  
Municipal Court Judges  
Assistant Civil Engineer  
Concerned Citizens

# ENGINEERING AND TRAFFIC SURVEY

SEE NARRATIVE FOR  
BACKGROUND INFORMATION

## SACRAMENTO STREET



### SPEED TABLE

ROADWAY WIDTH	36 FT
NO OF LANES	2 LANES
MEDIAN (TYPE)	NONE
TRAFFIC SIGNAL DATA	N/A
AVERAGE DAILY TRAFFIC	1950
OBS. SPEED - CRITICAL, 85 <sup>TH</sup> %	27
- PACE (%)	25
- MEDIAN, 50 <sup>TH</sup> %	21-29 (17)
- PACE (%)	21-27 (20)
- MEDIAN, 50 <sup>TH</sup> %	21

### EXISTING SPEED ZONE PROPOSED SPEED ZONE

#### LEGEND:

- SIGN LOCATION
- R1 — STOP SIGN
- R21 — SPEED LIMIT SIGN (MPH)
- R39 — YIELD SIGN
- C — INSTALLATION C (SCHOOL, 25 MPH SIGN, W65, R25, R72)
- TRAFFIC SIGNAL
- CITY LIMIT
- CRITICAL SPEED
- LOWER LIMIT OF PACE

#### MPH SPEED GRAPH

MPH 40 30 20

ACCIDENT PLOT YR: 1987

ACCIDENT RATE - ACC/MILL. VEH.-MI. YR: 1990

DATE: 10/91

APPROVED BY: [Signature]

DATE: 10/91

APPROVED BY: [Signature]

DATE: 10/91



CITY OF LODI

PUBLIC WORKS DEPARTMENT

SACRAMENTO STREET

SPEED ZONE SURVEY

86 B 004

Exhibit A

## REFERENCE

Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802(b) of the California Vehicle Code. These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.

## STUDY

Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are prevailing speeds, unexpected conditions to drivers, and accident records.

### Prevailing Speeds (85th Percentile Speeds)

Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgement may indicate the need for a further reduction of five miles per hour.

Four radar surveys were performed and the 85th percentile speeds ranged from 34 to 37 mph as shown below:

<u>Sacramento Street Segment</u>	<u>Northbound</u>	<u>Southbound</u>
Lockeford Street - Turner Road	35-36 mph	34-37 mph

### Unexpected Conditions

When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile condition, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

Although there are two sections on the east side of this segment without concrete sidewalk, the areas are paved allowing pedestrian travel. A large number of commercial driveways also exist along this segment, however, no accidents occurred at these driveways. Reducing the speed limit below the 85th percentile speed due to unexpected conditions is not recommended.

Accidents

Accident records of the two most recent years were considered in determining speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM). The average city-wide accident rate was 4.7 ACC/MVM.

The accident rate between Lockeford Street and Turner Road is 3.86 ACC/MVM. This rate is below the city-wide average. Only one of the six accidents was speed related. Reducing the speed limit below the 85th percentile speed due to accident rate is not recommended.

° CONCLUSION

Lockeford Street to Turner Road

Between Lockeford Street and Turner Road, a posted speed limit of 35 mph is appropriate based on the 85th percentile speeds observed in the field, unexpected conditions, and the accident data.

The existing and recommended speed limits are shown below:

<u>SACRAMENTO STREET SEGMENT</u>	<u>EXISTING</u>	<u>RECOMMENDED</u>
Lockeford Street - Turner Road	25 mph	35 mph

Jack L. Ronsko  
Public Works Director



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

SACRAMENTO ST  
LOCKEFORD TO TURNER  
THROUGH STREET

TURNER RD

LOUIE AVE

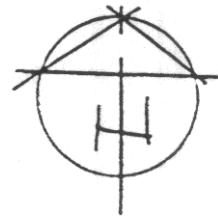
FORREST AVE

DAISY AVE

BEFORE AVE

LOCKEFORD ST

SACRAMENTO STREET



## LEGEND

□ - EXISTING STOP SIGNS

■ - PROPOSED STOP SIGNS

1

RESOLUTION NO. 92-10

=====

A RESOLUTION OF THE LODI CITY COUNCIL  
APPROVING SPEED LIMIT MODIFICATION ON SACRAMENTO STREET FROM  
LOCKEFORD STREET TO TURNER ROAD AND DESIGNATING THE STREET AS A  
"THROUGH" STREET, THEREBY AMENDING TRAFFIC RESOLUTION NO. 87-163

=====

RESOLVED, that the Lodi City Council does hereby approve changing the speed limit from 25 mph to 35 mph on Sacramento Street from Lockeford Street to Turner Road, based on the speed zone survey, and narrative attached as Exhibit A, and designating the street as a "through" street with stop signs to be installed on minor streets intersecting Sacramento Street as shown on Exhibit B, attached hereto; and

BE IT FURTHER RESOLVED, that City of Lodi Traffic Resolution 87-163, Section 7 - Speed Limits and Section 2(8) "Through\* Streets are hereby amended by changing the speed limit from 25 mph to 35 mph on Sacramento Street from Lockeford Street to Turner Road and designating the street as a "through" street.

Dated: January 15, 1992

=====

I hereby certify that Resolution No. 92-10 was passed and adopted by the Lodi City Council in a regular meeting held January 15, 1992 by the following vote:

Ayes: Council Members - Hinchman, Pennino, Sieglock, Snider  
and Pinkerton (Mayor)

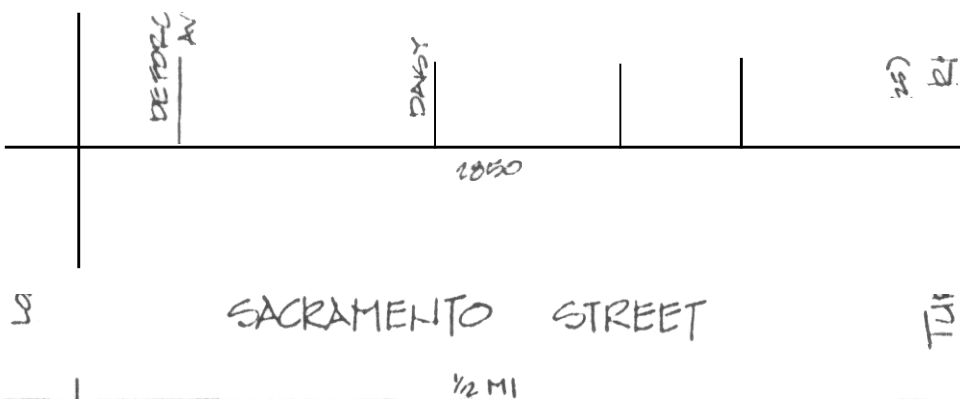
Noes: Council Members - None

Absent: Council Members - None

*Alice M. Reimche*  
Alice M. Reimche  
City Clerk *by print*

# ENGINEERING AND TRAFFIC SURVEY

SEE NARRATIVE FOR  
BACKGROUND INFORMATION



## SPEED TABLE

ROADWAY WIDTH

NO OF LANES

MEDIAN (TYPE)

TRAFFIC SIGNAL DATA

AVERAGE DAILY TRAFFIC

OBS. SPEED - CRITICAL, 85<sup>TH</sup>%

- PACE (%)

- MEDIAN, 50<sup>TH</sup>%

1050

37

25

29-29 (17)

21-27 (26)

32

21

34

26

26-26 (26)

21-27 (17)

21

21

56'

2 LANES

NONE

N/A

EXISTING SPEED ZONE

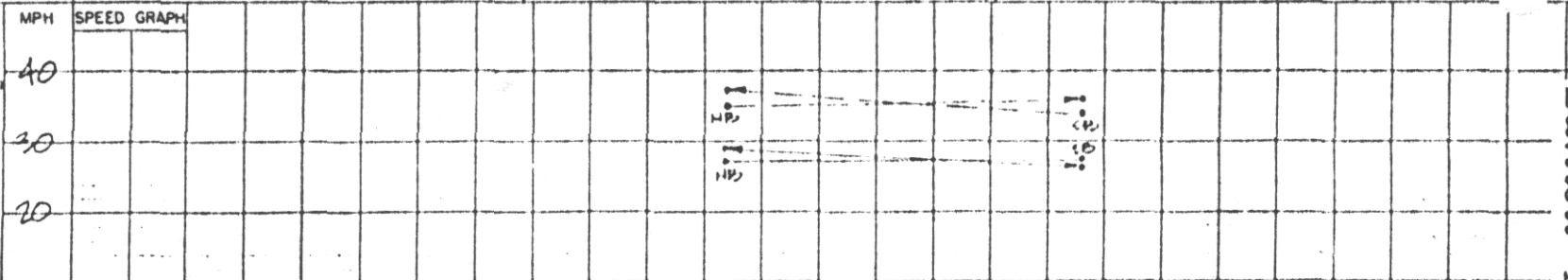
PROPOSED SPEED ZONE

25 MPH

25 MPH

## LEGEND:

- T - SIGN LOCATION
- R1 - STOP SIGN
- R21 - SPEED LIMIT SIGN (MPH)
- R39 - YIELD SIGN
- C - INSTALLATION C  
(SCHOOL 25 MPH  
SIG. S, W65, M2(25),  
R721)
- ⊙ - TRAFFIC SIGNAL
- - CITY LIMIT
- - - - CRITICAL SPEED
- - - - LOWER LIMIT OF PACE



ACCIDENT PLOT

YR:

1989

YR:

1990

ACCIDENT RATE - ACC/MILL. VEH. MI.

3.86

Dr. 1-16-91

NO

Date

Description

Appr

Approved By

Public Works Director  
RCE

Date



CITY OF LODI

PUBLIC WORKS DEPARTMENT

SACRAMENTO STREET

SPEED  
ZONE  
SURVEY

R68004

Exhibit A



° REFERENCE

Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802(b) of the California Vehicle Code. These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.

° STUDY

Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are prevailing speeds, unexpected conditions to drivers, and accident records.

Prevailing Speeds (85th Percentile Speeds)

Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgement may indicate the need for a further reduction of five miles per hour.

Four radar surveys were performed and the 85th percentile speeds ranged from 34 to 37 mph as shown below:

<u>Sacramento Street Segment</u>	<u>Northbound</u>	<u>Southbound</u>
Lockeford Street - Turner Road	35-36 mph	34-37 mph

Unexpected Conditions

When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile condition, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

Although there are two sections on the east side of this segment without concrete sidewalk, the areas are paved allowing pedestrian travel. A large number of commercial driveways also exist along this segment, however, no accidents occurred at these driveways. Reducing the speed limit below the 85th percentile speed due to unexpected conditions is not recommended.

Accidents

Accident records of the two most recent years were considered in determining speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM). The average city-wide accident rate was 4.7 ACC/MVM.

The accident rate between Lockeford Street and Turner Road is 3.86 ACC/MVM. This rate is below the city-wide average. Only one of the six accidents was speed related. Reducing the speed limit below the 85th percentile speed due to accident rate is not recommended.

## ° CONCLUSION

Lockeford Street to Turner Road

Between Lockeford Street and Turner Road, a posted speed limit of 35 mph is appropriate based on the 85th percentile speeds observed in the field, unexpected conditions. and the accident data.

The existing and recommended speed limits are shown below:

<u>SACRAMENTO STREET SEGMENT</u>	<u>EXISTING</u>	<u>RECOMMENDED</u>
Lockeford Street - Turner Road	25 mph	35 mph

Jack L. Ronsko  
Public Works Director



# CITY OF LODI

PUBLIC WORKS DEPARTMENT

SACRAMENTO ST  
LOCKEFORD TO TURNER  
THROUGH STREET

TURNER RD

LOUIE AVE

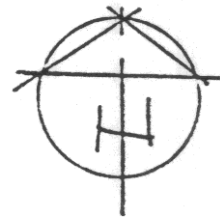
FORREST AVE

DAISY AVE

BEFORCE AVE

LOCKEFORD ST

SACRAMENTO STREET



LEGEND

12/91

CITY COUNCIL

JAMES W. PINKERTON, Mayor  
PHILLIP A. PENNINO  
Mayor Pro Tempore  
DAVID M. HINCHMAN  
JACK A. SIEGLOCK  
JOHN R. (Randy) SNIDER

CITY OF LODI

CITY HALL, 221 WEST FINE STREET  
P.O. BOX 3006  
LODI, CALIFORNIA 95241-1910  
(209) 334-5634  
FAX (209) 333-6795

THOMAS A. PETERSON  
City Manager  
ALKE M. REIMCHE  
City Clerk  
BOB McNATT  
City Attorney

January 8, 1992

Mr. Paul Hansen  


**SUBJECT:** Traffic Resolution Amendment - Sacramento Street. from  
Lockeford Street to Turner Road - Speed Limit Modification and  
"Through" Street Classification

Dear Mr. Hansen:

Enclosed is a copy of background information on an item that will be  
discussed at the City Council meeting on Wednesday, January 15, 1992, at  
7:30 p.m. The meeting will be held in the City Council Chamber. Carnegie  
Forum, 305 West Pine Street. You are welcome to attend.

If you wish to communicate with the City Council, please contact Alice  
Reimche, City Clerk. at (209) 333-6702.

If you have any questions about the item, please call Rick Kiriu or me at  
(209) 333-6706.

  
Jack L. Ronsko  
Public Works Director

JLR/1m

Enclosure

cc: City Clerk ✓

CITY COUNCIL

JAMES W. PINKERTON, Mayor  
PHILLIP A. PENNINO  
Mayor Pro Tempore  
DAVID M. HINCHMAN  
JACK A. SIEGLOCK  
JOHN R. (Randy) SNIDER

CITY OF LODI

CITY HALL, 221 WEST PINE STREET  
P.O. BOX 3006  
LODI, CALIFORNIA 95241-1910  
(209) 334-5634  
FAX (209) 333-6795

January 8, 1992

THOMAS A. PETERSON  
City Manager  
ALICE M. REIMCHE  
City Clerk  
BOB McNATT  
City Attorney

Mr. George Kalange  

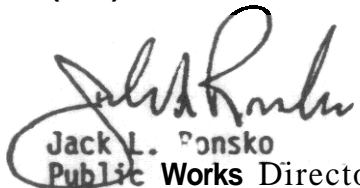

SUBJECT: Traffic Resolution Amendment - Sacramento Street, from  
Lockeford Street to Turner Road - Speed Limit Modification and  
"Through" Street Classification

Dear Mr. Kalange:

Enclosed is a copy of background information on an item that will be  
discussed at the City Council meeting on Wednesday, January 15, 1992, at  
7:30 p.m. The meeting will be held in the City Council Chamber, Carnegie  
Forum, 305 West Pine Street. You are welcome to attend.

If you wish to communicate with the City Council, please contact Alice  
Reimche, City Clerk, at (209) 333-6702.

If you have any questions about the item, please call Rick Kiriu or me at  
(209) 333-6706.

  
Jack L. Ponsko  
Public Works Director

JLR/lm

Enclosure

cc: City Clerk